

AIR FORCE ACADEMY COMMAND AND CONTROL OF AERIAL EVENTS

This instruction implements AFI 11-202, Volume 3, *General Flight Rules*; AFI 11-209, *Air Force Participation in Aerial Events*; AFD 35-2, *Public Communications Programs*; and DoD Directive 5410.18, *Community Relations*. It provides guidance and procedures for coordinating, controlling, and participating in all aerial events at the US Air Force Academy (USAFA). It is used in conjunction with a Letter of Agreement (LOA) between 34th Operations Group Commander (34 OG/CC) and Colorado Springs Approach Control/Tower (COS).

SUMMARY OF CHANGES

This revision changes established procedures for event flyovers. It adjusts existing run-in routes based on GPS technology. Changes references from USAFA Form O-210 to 34 OG Form O-210 and AFI 11-206 to AFI 11-202, Vol. 3, T-3 to Introductory Flight Training (IFT), Sewer Plant to Filter Plant and COS VOR to Black Forest (BRK) VOR. Specifies parking priority and clarified local restrictions for flyovers. Identifies new VHF flyover frequency. It also defines requirements for Aerial Control Team. Sets specific restriction for transient aircraft to remain outside of Academy airspace until performing flyover. Expanded flyover flight plan filing information. Added Operational Risk Management (ORM) Checklist and breakout instructions for flyover aircraft. Added East pattern operations authorized during cadet area and parade field flyovers. Deleted Aeroclub specific restrictions during flyovers. Updated scenic control qualification checklist and requirements. Made various administrative changes.

1.1. General. Flyovers and other aerial events throughout the year provide support to cadet and USAFA programs and events. These aerial events will be conducted in the safest and most professional manner possible. Definitions of terms used to describe events are in accordance with AFI 11-209.

1.2. Responsibilities:

1.2.1. Current Operations (34 OSS/OSO) schedules and coordinates all USAFA-based aerial events, establishes flyover tracks, orbit areas, and timing for USAFA aerial events, provides written and verbal guidance on procedures to all participating aircraft/flights, and provides on-site mission control for each aerial event. Additionally, 34 OSS/OSO determines aircraft parking priority (by order of initial contact, security and maintenance requirements, and landing limits), and aids in coordinating transportation and billeting support at local military facilities (i.e. Peterson AFB, Buckley ANGB, etc).

1.2.2. Airfield Management (34 OSS/OSAA) notifies local operators (military and civilian) of aerial events and NOTAMs, coordinates restrictions to local flying, and approves PPRs for landing on USAFA property.

1.2.3. Academy Tower (34 OSS/OSAT) provides air traffic control support for all aerial events, de-conflicts flyover aircraft and USAFA flying operations, and ensures the safe operation of all aerial events. When requested by 34 OSS/OSO, 34 OSS/OSAT shall provide controllers for duty at the football stadium to coordinate and assist with radio communications and instructions to flyover aircraft.

1.2.4. Each aircraft/flight commander shall fully understand and comply with written guidance provided. Aircrews are expected to combine support for aerial events with opportune airlift and/or USAFA Squadron Sponsor Programs if possible.

1.3. Initial Scheduling of Activity:

1.3.1. All aerial events, including athletic event support, must be coordinated through 34 OSS/OSO as far in advance as possible prior to the event date. Short-notice (less than 24 hours) flyovers will be approved on a case-by-case basis.

1.3.2. 34 OSS/OSO shall document all aerial event requests using 34 OG Form O-210, *Flyover Notification Checklist* (Atch 2).

1.3.3. 34 OSS/OSO may assign a mission number to aircraft landing at Peterson AFB in order to assist the aircraft in obtaining PPR approval. Mission numbers are assigned to aircraft that have been selected to park at Peterson AFB. The parking plan will be determined by 34 OSS/OSO.

1.3.4. Each unit is responsible for obtaining MAJCOM approval to perform flyover as outlined in AFI 11-209. Unscheduled airborne aircraft are not authorized to perform flyovers.

1.4. General Flyover Information:

1.4.1. A flyover shall consist of one straight and level pass. Multiple passes may be approved IAW AFI 11-209 and must be coordinated in advance with 34 OSS/OSO.

1.4.2. All aspects of the flyover including holding shall be conducted in Visual Meteorological Conditions (VMC).

1.4.3. Flyovers shall be south to north unless prior approval is obtained from 34 OSS/OSO. North-to-south groundtracks will be coordinated on a case-by-case basis.

1.4.4. If available, a functional transponder with mode C must be operating on an ATC assigned code throughout this operation.

1.4.5. If the aircraft is late for the flyover without prior coordination, the flyover may be canceled based on the impact to USAFA flying operations.

1.5. Flyover Restrictions. Federal Aviation Regulations (FARs) apply to all aircraft conducting USAFA flyovers. A waiver to FAR 91.119(b) allows military aircraft flown by military pilots (pilot in command) to perform flyovers at 500' AGL.

1.5.1. **Altitude.** No aircraft may descend below the listed minimum altitude for each target (500' above the highest relevant obstacle) as specified in Attachment 3, *Facility Coordinates*. Unrestricted climbs following the flyover must be approved by Springs Approach/Denver Center and coordinated prior with 34 OSS/OSO. Aircraft must maintain at least 1000' AGL until passing the final descent point for each route (Atch 4-8). Immediately after completing the flyover, aircraft must expedite climb to at least 1000' AGL.

1.5.2. **Airspeed.** Flyover aircraft may not exceed 250 KIAS at 500' AGL, except as approved on a case by case basis. The use of afterburners is authorized provided the approved airspeed is not exceeded and at the discretion of the appropriate ATC facility. Aircraft must comply with AFI 11-202, Vol. 3 speed restrictions as soon as possible after completing flyover.

1.5.3. **Weather Minimums.** For all flyovers, operations are limited to a minimum ceiling of 1500' AGL (or as required by MAJCOM Supplement) and a minimum visibility of 5 SM in the operations area as measured by the Academy weather station.

1.6. Coordination and Notification. 34 OSS/OSO will coordinate USAFA aerial events and notify the appropriate agencies in the following manner:

1.6.1. Document initial and subsequent contact with a unit performing a flyover.

1.6.2. Send the USAFA flyover package with explicit instructions and details of the flyover route to each flight lead or aircraft commander performing the flyover via Internet or fax.

1.6.3. Provide a formal or telephone briefing for each flight lead or aircraft commander prior to their flyover.

1.6.4. Send completed Form O-210 to 34 OSS/OSAA with a general description of the proposed aerial event.

1.6.5. Notify the following offices of the event via Fax, USAFA Net, E-Mail or telephone:

1.6.5.1. Superintendent (HQ USAFA/CC).

1.6.5.2. Vice Superintendent (HQ USAFA/CV).

1.6.5.3. Wing Commander (34 TRW/CC).

1.6.5.4. Vice Wing Commander (34 TRW/CV).

1.6.5.5. 34th Operations Group Commander (34 OG/CC).

1.6.5.6. 34th Training Group Commander (34 TRG/CC).

1.6.5.7. Operations Center (34 TRG/OC).

1.6.5.8. Athletic Department (AHSL). *Note: Only when in support of an athletic department event.*

1.6.5.9. Directorate of Public Affairs (PA).

1.6.5.10. Wing Safety (34 TRW/SE).

1.6.6. **34 OSS/OSAA** will contact 34 OSS/OSO the morning of the event to confirm any schedule or timing changes. In addition, 34 OSS/OSAA will notify the following agencies to coordinate event restrictions as outlined on 34 OG Form O-210:

1.6.6.1. 34 OSS/OSAT.

1.6.6.2. 94 FTS SOF.

1.6.6.3. 98 FTS DZCO.

- 1.6.6.4. IFT Operations/SOF.
- 1.6.6.5. Academy Aero Club (10 SVS/SVRA).
- 1.6.6.6. COS.
- 1.6.6.7. Denver Air Route Traffic Control Center (DEN ARTCC).
- 1.6.6.8. Denver Flight Service Station (DEN FSS).
- 1.6.7. **34 OSS/OSAT** shall notify the following agencies prior to the flyover at the times listed below:
 - 1.6.7.1. COS (Coordinate current/revised time over target (TOT) as received).
 - 1.6.7.2. Skytrain Tower (15 minutes prior).
 - 1.6.7.3. IFT Operations/SOF (15 minutes prior).
 - 1.6.7.4. 98 FTS DZCO (15 minutes prior).
 - 1.6.7.5. Aeroclub (15 minutes prior).
- 1.6.8. If any airlift aircraft participating in a USAFA flyover plans to stage at Peterson AFB (taking off before the flyover or landing after the flyover), 34 OSS/OSO will notify the following agencies:
 - 1.6.8.1. Peterson Airfield Management (21 OSS/OGSA).
 - 1.6.8.2. Cadet Opportune Airlift (34 SPTG/XPA).
 - 1.6.8.3. Band of the Rockies Airlift (BA).
 - 1.6.8.4. Athletic Department Airlift (AHSL).
 - 1.6.8.5. Squadron Sponsor Program Manager (34 SPTG/XPS).

1.7. Event Control:

- 1.7.1. For flyovers involving more than one aircraft/formation, the Academy Aerial Control Team (Scenic Control) will be on-site and will work with Academy Tower as the controlling agency for USAFA aerial events. Academy Tower approves the flyover, Scenic Control acts as the on-site safety observer.
- 1.7.2. In an aerial event for which timing is a factor (such as a funeral flyover), Academy Tower may, after ensuring the flyover route is clear of all aircraft not associated with the flyover, release the flyover aircraft to Scenic Control for TOT coordination.
- 1.7.3. Any agency participating in the overall event, including the aircrew, has the authority to cancel their portion of the aerial event in the interest of safety, timing, or mission degradation.
- 1.7.4. 34 OSS/OSO will ensure that required aerial control team members are present for each event.
 - 1.7.4.1. Scenic Control consists of a rated officer (IAW AFI 11-209, 4.) to serve as mission commander and one fully qualified Scenic Control member (per attachment 11). This can be one team member if he meets all requirements.
 - 1.7.4.2. Due to complexity of the event, oversight by OSS/DO, OSS/CC or OG/CC may be required. See 34 OSS/OSO Aerial Demonstration (Flyover) Control Operational Risk Management (ORM) checklist for determination.

1.8. Communications:

- 1.8.1. Academy Tower shall provide altimeter setting, time hack, weather advisories and any flyover changes upon initial contact. Academy Tower must provide final clearance prior to the flyover. If Academy Tower is not operating, Scenic Control may provide clearance for the flyover. Scenic Control monitors Academy Tower frequency and may provide course adjustments or safety advisories if necessary (to include issuing break out after coordination with USAFA Tower).
- 1.8.2. During events involving multiple flyovers, communication between Scenic Control and Academy Tower should occur on FM radio or cellular phone to minimize chatter on flyover frequency and avoid confusion of aircrews.
- 1.8.3. Aircraft shall remain on Springs Approach Control frequency while in holding. They should conduct a radio check with Academy Tower on 123.5 or 289.4 (or as directed by Springs Approach) 10-15 minutes prior to the scheduled TOT. They should then remain on Springs Approach for traffic advisories until 2-5 minutes prior to run-in or as directed to contact Academy Tower.
- 1.8.4. If available, aircraft established in holding should tune their secondary radio to Academy Tower in order to receive necessary updates.
- 1.8.5. If there are no USAFA flying operations, Academy Tower is closed, and Scenic Control is not on location, Springs Approach may vector aircraft over the Academy; however, the altitude waiver does not apply.

1.9. Initial arrival:

1.9.1. File flight plan IAW Attachment 1. Upon initial radio contact with Springs Approach, confirm arrival information, holding location, and TOT. Also advise of time to resume flight plan (from USAFA to destination), as well as other intentions (unrestricted climb, etc.).

1.9.2. If required, proceed to the assigned holding area. Coordinate to be VFR at assigned holding altitude prior to entering holding.

1.10. Holding Areas:

1.10.1. **Garden of the Gods holding area.** This holding area is defined by the point Garden of the Gods (BRK 237/12, 38° 52.58'N, 104° 52.99'W). Hold VFR south of the point using right-hand turns, one minute legs (or as necessary to meet TOT) on a north/south ground track from 8,500' to 14,500' MSL (higher on a case by case basis). To avoid potential noise complaints, holding altitudes below 10,500' MSL should only be used when absolutely necessary. *NOTE: Do not hold on the BRK 237 radial. This is used only to define the Garden of the Gods point.* (See Atchs 4-8).

1.10.1.1. This holding area is VFR only. Aircrews must cancel IFR prior to entering holding.

1.10.1.2. Class C Airspace restrictions and VFR traffic advisory priorities apply while in holding.

1.10.1.3. Do not descend below 10,500' MSL (or assigned holding altitude if lower) until crossing the holding point on the inbound run. Aircraft holding below 10,000' MSL must comply with AFI 11-202, Vol. 3 speed restrictions.

1.10.1.4. Maximum number of aircraft will be determined by the following guidelines. These guidelines may be adjusted by 34 OSS/OSO to provide a safe and efficient flow of aircraft.

1.10.1.4.1. 1000' minimum separation beneath heavy aircraft or formations greater than two.

1.10.1.4.2. 500' minimum separation beneath all other aircraft.

1.10.1.4.3. Aircraft will be stacked from 8,500' MSL to 14,500' MSL (higher on a case by case basis, coordinated with Springs Approach).

1.10.1.5. Do not descend below 8,500' MSL until initial descent point as defined per groundtrack. This will eliminate potential conflicts with Springs Approach traffic and minimize noise complaints.

1.10.2. **R-2601 holding area.** (Atch 10) This holding area is defined by the boundaries established in the VFR sectional charts. Orbit VFR on the BRK 195 radial at 20 DME, using standard rate right turns with one-minute legs, from 10,500' to 17,500' MSL.

1.10.2.1. This holding area is VFR only. Aircrews must cancel IFR prior to entering holding.

1.10.2.2. Do not descend below 10,500' MSL until crossing Garden of the Gods inbound, and then follow procedures as defined per each groundtrack

1.11. Groundtracks:

1.11.1. Inbound runs shall be on a groundtrack as depicted in attachments 4-8. Aircrews may adjust the groundtrack as required based on aircraft performance. All points are defined in attachment 2.

1.11.1.1. **Cadet Area Flyover** (Atch 4): Hold at Garden of the Gods, adjusting turns to make TOT. Crossing Garden of the Gods, descend and maintain 8800', fly heading 348° for 5.61 NM (aircraft holding at 8500' maintain 8500'). Crossing Pond, descend and maintain 8300' and continue heading for 1.06 NM. Crossing Hospital, descend and maintain 7800' and continue heading for 1.27 NM for flyover. Immediately after completing flyover climb to at least 8300' at best climb rate and fly heading 350°.

1.11.1.2. **Stadium Flyover** (Atch 5): Hold at Garden of the Gods, adjusting turns to make TOT. Crossing Garden of the Gods, descend and maintain 8500', fly heading 027° for 3.16 NM. Crossing Rockrimmon, fly heading 349° for 1.43 NM. Crossing Woodmen, descend and maintain 7800' and continue heading for 1.70 NM. Crossing point High School, descend and maintain 7300' (do not over-fly Air Academy High School) and continue heading for 1.66 NM for flyover. Immediately after completing flyover climb to at least 7800' at best climb rate.

1.11.1.3. **Parade Flyover** (Atch 6): Hold at Garden of the Gods, adjusting turns to make TOT. Crossing Garden of the Gods, descend and maintain 8800', fly heading 345° for 5.89 NM (aircraft holding at 8500' maintain 8500'). Crossing Filter Plant, descend and maintain 8100' and fly heading 002° for 1.13 NM. Crossing Hospital, descend and maintain 7600' and continue heading for 1.31 NM for flyover. Immediately after completing flyover climb to at least 8100' at best climb rate.

1.11.1.4. **Cemetery Flyover** (Atch 7): Hold at Garden of the Gods, adjusting turns to make TOT. Crossing Garden of the Gods, descend and maintain 8500', fly heading 001° for 6.19 NM. Crossing NCO Club, descend and maintain

7900' and fly heading 352° for 1.17 NM. Crossing Golf Course, descend and maintain 7400' and continue heading for 1.09 NM for flyover. Immediately after completing flyover climb to at least 7900' at best climb rate.

1.11.1.5. **Jack's Valley Flyover** (Atch 8): Hold at Garden of the Gods, adjusting turns to make TOT. Crossing Garden of the Gods, descend and maintain 8500', fly heading 001° for 6.19 NM. Crossing NCO Club, descend and maintain 7900' and fly heading 350° for 2.56 NM. Crossing B-52, descend and maintain 7400' and continue heading for 1.02 NM for flyover. Immediately after completing flyover climb to at least 7800' at best climb rate.

1.11.2. Avoid flying over Mount St. Francis Convent/Nursing Home and USAFA Hospital (See Atch 3 for facility latitude/longitude coordinates.)

1.11.3. The ground tracks for flyovers are established to minimize overflight of noise sensitive areas outside USAFA property. Aircrews shall receive appropriate information for each specific flyover.

1.11.4. After flyover, climb to between 10,500' and 12,500' MSL or assigned egress altitude and contact Springs Approach. If departing north or west following flyover, contact appropriate agencies as required. Do not turn east of I-25 until cleared by Springs Approach.

1.12. USAFA Flying Restrictions:

1.12.1. **Soaring Restrictions.** Academy Tower will notify Skytrain Tower at least 15 minutes prior to flyover TOT. Skytrain will then take appropriate action for the type of flyover. All aircraft will comply with the following procedures until Academy Tower advises Skytrain the flyover is complete. Unless otherwise restricted by Academy Tower or USAFA Base Ops, Skytrain will ensure all restrictions to flying operations are met 5 minutes prior to a flyover. If unable to ensure these restrictions, notify Academy Tower or Base Operations immediately.

1.12.1.1. Cadet Area or Parade Flyovers.

1.12.1.1.1. Ensure all sailplanes are either in the pattern (Pattern tows authorized), on tow above 10,000' MSL west of the front range, or off tow above 12,500' MSL west of the front range.

1.12.1.1.2. Ensure all motorgliders are either abeam their assigned areas west of the front range above 10,000' MSL or in the Aardvark traffic pattern. Except for northbound straight-ins to Aardvark and southbound straight-in arrivals from Aardvark, motorglider departures or recoveries are not authorized.

1.12.1.1.3. East pattern operations are approved.

1.12.1.2. **Cemetery or Jack's Valley Flyover.** In addition to the restrictions above, the following apply:

1.12.1.2.1. Sailplane pattern operations are not authorized.

1.12.1.2.2. Motorglider pattern operations at Aardvark are not authorized.

1.12.1.3. **Stadium flyover.** With the exception of IFT and USAFA Flying Team aircraft in training areas and aircraft performing demonstrations or flyovers in support of a stadium event, USAFA flying operations are not authorized.

1.12.2. **Parachuting Restrictions.** For all flyovers, Academy Tower shall notify 98 FTS DZCO (15 minutes prior to TOT) to cease operations with sufficient time to ensure that all jumpers are on the ground five minutes prior to TOT. UV-18s in the jump pattern shall maintain VMC and hold. If above 10,000', contact Springs Approach for holding instructions; below 10,000', remain east of the airfield and contact Academy Tower.

1.12.3. **East Side Operations.** East Side operations are approved for all flyover events except stadium flyovers.

1.12.4. **Additional Restrictions.** Scenic Control will set additional restriction to local flying activities when warranted by the events complexity. The additional restrictions will be annotated on the 34 OG Form 210.

1.12.5. **Breakout Procedures.** If instructed to "Breakout," aircraft will make a right climbing turn to maintain at or above 8,000 MSL, unless otherwise instructed by ATC or Scenic Control.

1.13. Emergency Procedures

1.13.1. In the case of an Emergency climb to a safe altitude (at least 1000' AGL), notify Academy Tower, then contact Springs Approach.

1.13.2. If a bailout is necessary, the areas depicted in Attachment 9 are recommended for use. They are defined as:

1.13.2.1. Bailout Area 1 - The forest to the west of the Academy. This area is uninhabited but very mountainous.

1.13.2.2. Bailout Area 2 - The valley north of the cadet athletic field. This area has mild terrain and sparse activities, aircrews will be notified when in use and what areas.

1.13.2.3. Bailout Area 3 - The Area between I-25 and the railroad tracks, north of the airfield to the north gate. This area has moderate terrain and some recreational and maintenance activity.

1.14. After-Action:

1.14.1. Resolve any perceived or real concerns (i.e. noise complaints, altitude or airspeed violations) prior to the next similar aerial event.

1.14.2. Thank you letters are appropriate for events in direct support of USAFA events (i.e. football games, parades, and memorial ceremonies). Thank you letters will be signed by 34 TRW/CC and sent to unit's wing commander or equivalent.

SIGNED

DANIEL R. EAGLE, Colonel, USAF
Commander
34th Operations Group

Attachments:

1. Military Flyover Flight Plan
2. 34 OG Form O-210
3. Facility Coordinates
4. Cadet Area Procedures
5. Falcon Stadium Procedures
6. Parade Field Procedures
7. Cemetery Procedures
8. Jack's Valley Procedures
9. Emergency Procedures
10. R-2601 Holding Procedures
11. Flyover Briefing Guide
12. Aerial Control Team Qualification
13. Operational Risk Management (ORM) Checklist

Sample Military Flyover Flight Plan

AIRCRAFT TYPE - CLASS <small>To use 0000 and 00 0000. To not to require identification of personnel participating in the flight.</small>		FLIGHT NO. ORIGIN <small>In general, date required to process flight plans with appropriate air traffic service authorization. A file is obtained by the agency processing the flight plan. Voluntary; however, failure to provide the SSR could result in denial of flight.</small>		DATE		AIRCRAFT CALL SIGN		AIRCRAFT DESG AND TO CODE		
BASE OPERATIONS USE										
	TYPE OF PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT			TO	ETE
INBOUND	IFR	XXX	XXX	XXXX	XXX	XXX BRK			BRK	X+XX
INBOUND	VFR	XXX	XXX	XXXX	XXX	XXX BRK			BRK	X+XX
OUTBOUND	IFR	XXX	XXX	XXXX	XXX	BRK XXX			XXX	X+XX
OUTBOUND	VFR	XXX	XXX	XXXX	XXX	BRK XXX			XXX	X+XX
REMARKS VFR HOLDING BRK 237/12[GARDEN OF THE GODS] AT XXX [ALTITUDE] FOR VFR FLYOVER AT USAFA.										
BANK AND HONOR CODE _____										
FUEL ON BO	AUTN AIR-ELD	ETE TO AUTN	TICNAME	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER UNIT AND HOME STATION				
SIGNATURE OF APPROVAL AUTHORITY		CREW/PASSENGER LIST			ACTUAL DEP TIME (Z)	BASE OPERATIONS USE				
		ATTACHED	SEE PSGR MANIFEST							
DUTY PILOT IN COMMAND	NAME AND INITIALS				RANK	SSN		ORGANIZATION AND LOCATION		

DD Form 175, MAY 86 (EG)
Previous editions are obsolete.
MILITARY FLIGHT PLAN

DD Form 175, MAY 86 (EG)

Previous editions are obsolete.

MILITARY FLIGHT PLAN
Designed Using Software Pro. 800.233.0000, Jan. 98

Notes:

1. Per the LOA with Springs Approach, it is preferred that pilots file two flight plans. Inbound to BRK (Black Forest VOR), with BRK as the clearance limit. Outbound, the first fix will be BRK, followed by the rest of route of flight.
2. Remarks should contain the information shown above. This will indicate to ATC that you are a flyover aircraft holding at Garden of the Gods (BRK 237/12) for a USAFA flyover. Altitude is the assigned holding altitude issued by 34 OSS/OSO.

34 OG Form O-210

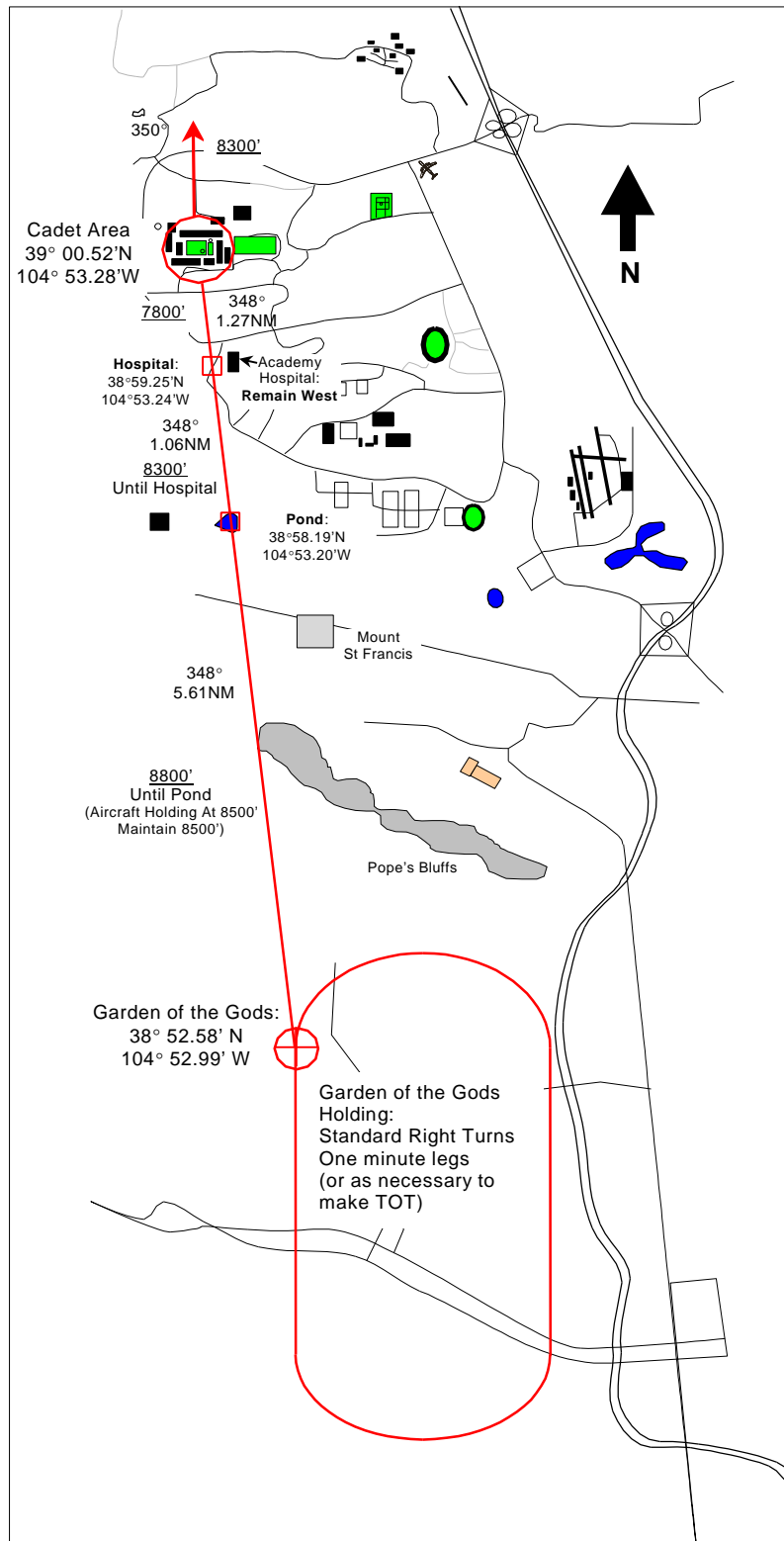
FLY-OVER NOTIFICATION FOR :				As of	
Events:					
Aircraft #/Type	Call Sign	Home Base	Holding/Altitude	TOT (L)	
HOLDING PATTERN WILL BE GARDEN OF THE GODS UNLESS OTHERWISE COORDINATED					
CONTROLLING AGENCY WILL BE SCENIC CONTROL UNLESS OTHERWISE COORDINATED					
FLYOVERS WILL BE SOUTH TO NORTH UNLESS OTHERWISE COORDINATED					
FLYOVERS MUST COMPLY WITH AFI 11-202 V3, AFI 11-209, and 34 OG OI 11-210					
FLYOVER LOCATIONS AND IMPACT ON USAFA FLYING:					
	CADET AREA:	PARADE FIELD:			
	JACK'S VALLEY:	CEMETERY:			
	ACADEMY AIRFIELD:	PREP SCHOOL:			
	OTHER LOCATIONS:	STADIUM:			
REMARKS:					
<div style="display: flex; justify-content: space-between;"> 34 OSS/OSAT _____ 94 FTS SOF _____ 98 FTS DZCO _____ IFT SOF _____ </div> <div style="display: flex; justify-content: space-between;"> Aero Club _____ COS ATCT _____ DEN ARTCC _____ DEN FSS _____ </div>					
CONTACT 34 OSS/OSO (X-4617) IF THERE ARE QUESTIONS					

Facility Coordinates

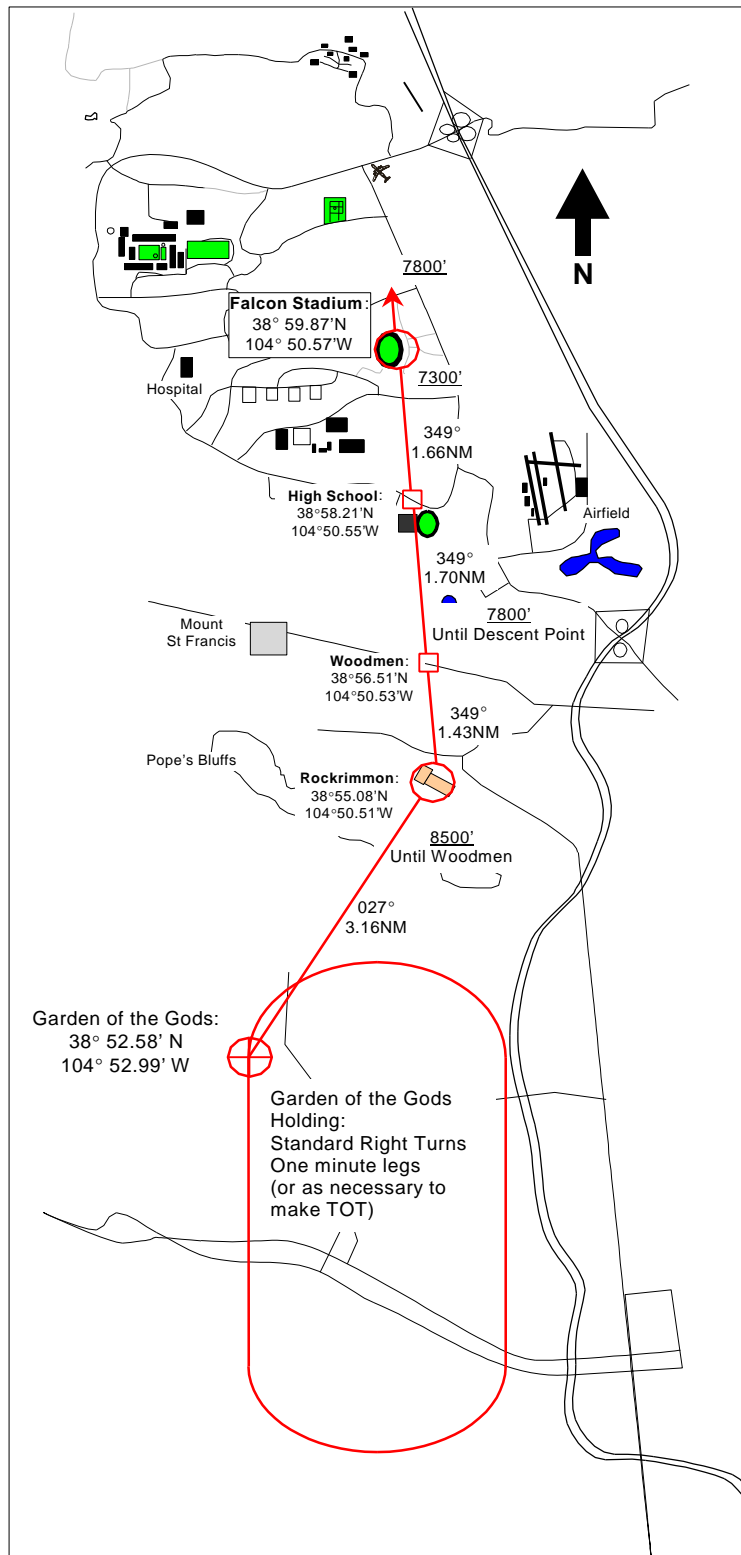
Location	Highest Point	Latitude	Longitude
Academy Tower	6,637'	38°58.42'N	104°48.87'W
B-52 (road ½ mile west of B-52)	6,800'	39°01.21'N	104°51.45'W
Cadet Area (Center of Grass)	7,200'	39°00.52'N	104°53.28'W
Cemetery (Flag Pole)	6,820'	39°00.90'N	104°51.32'W
Chapel (Top of Spires)	7,300'	39°00.51'N	104°53.51'W
Falcon Stadium (East Stands)	6,700'	38°59.87'N	104°50.57'W
Falcon Stadium Press Box	6,800'	38°59.87'N	104°50.68'W
Garden of the Gods	6,680'	38°52.58'N	104°52.99'W
Golf Course (road south of golf course)	6,890'	38°59.82'N	104°51.38'W
High School (Road north of Air Academy High School)	6,502'	38°58.21'N	104°50.55'W
Hilltop, 1,800' west of Stadium Press Box	6,850'	38°59.83'N	104°50.77'W
Hospital (Road west of Academy Hospital)	7,200'	38°59.25'N	104°53.24'W
Jack's Valley Tents	6,720'	39°02.23'N	104°51.45'W
Monument Lake (South Tip of Peninsula)	6,930'	39°05.42'N	104°52.74'W
NCO Club	6,950'	38°58.65'N	104°51.45'W
Parade Field (Reviewing Stand)	7,085'	39°00.59'N	104°52.91'W
Pond (directly east of Sewer Plant)	6,940'	38°58.19'N	104°53.20'W
Rockrimmon (Tan Buildings)	6,370'	38°55.08'N	104°50.51'W
Filter Plant (4.5 miles west of Airfield)	7,200'	38°58.15'N	104°53.55'W
Woodmen (Road 2 miles west of South Gate)	6,499'	38°56.51'N	104°50.53'W

* Points in bold are Flyover Route points

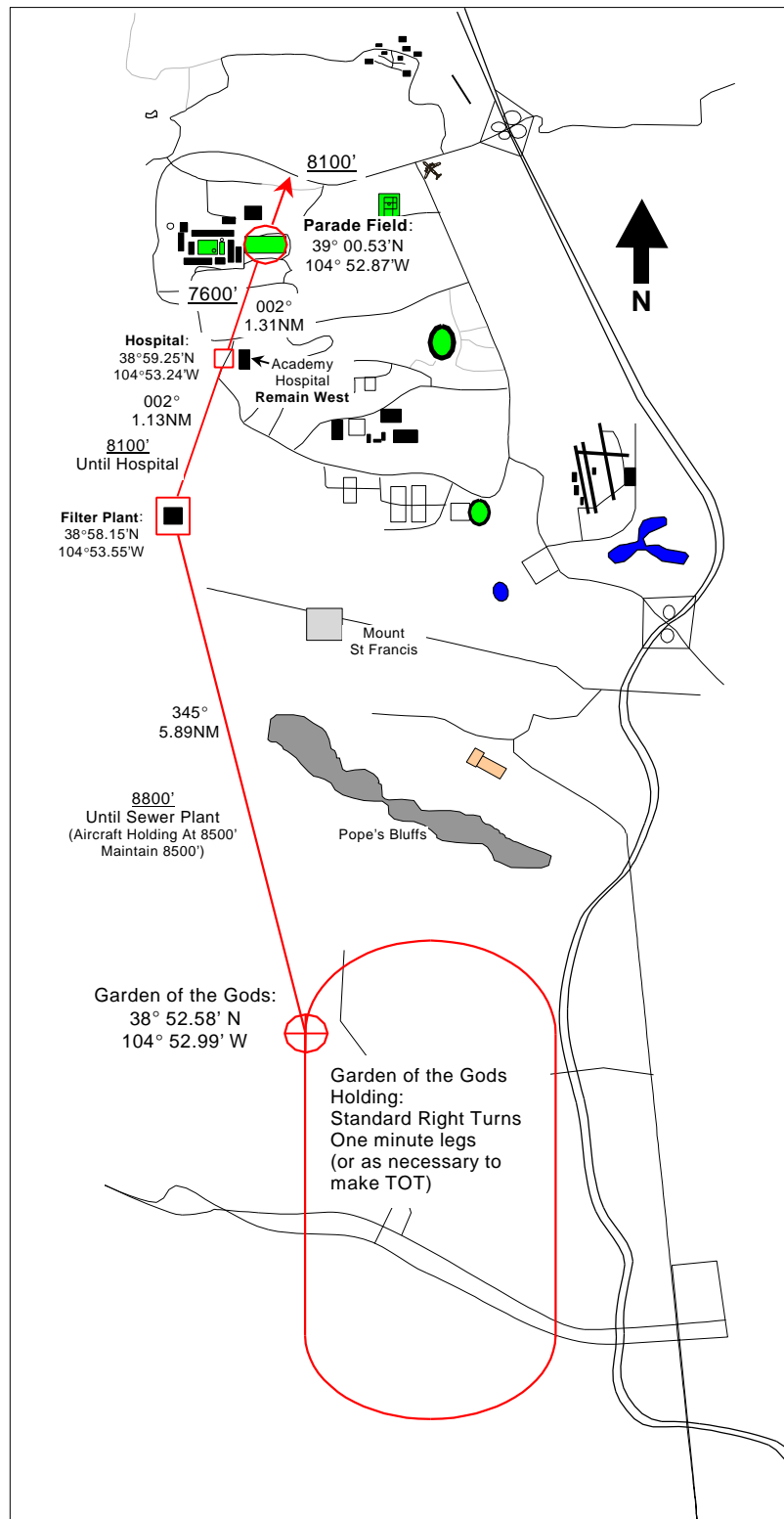
Cadet Area Flyover Procedures



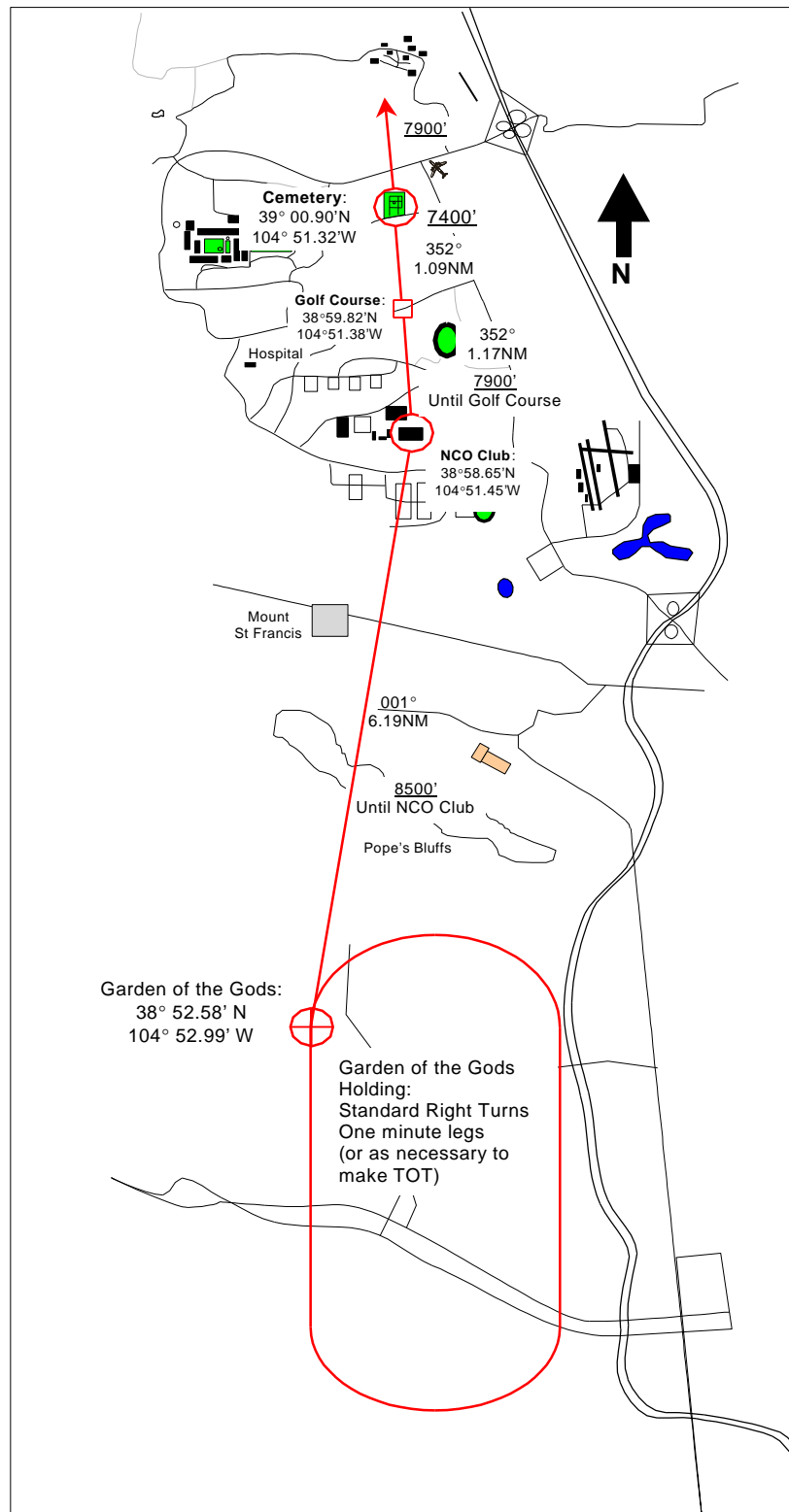
Falcon Stadium Flyover Procedures



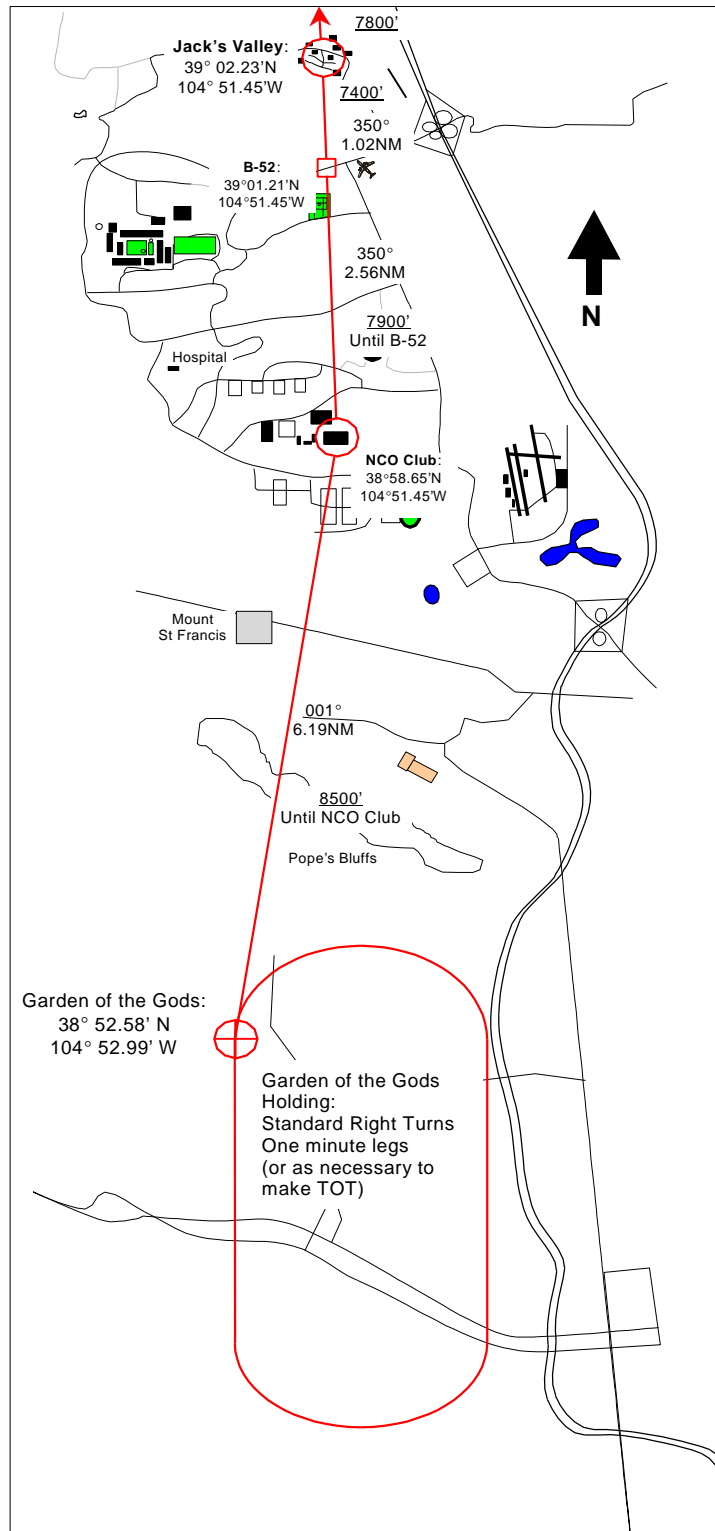
Parade Flyover Procedures



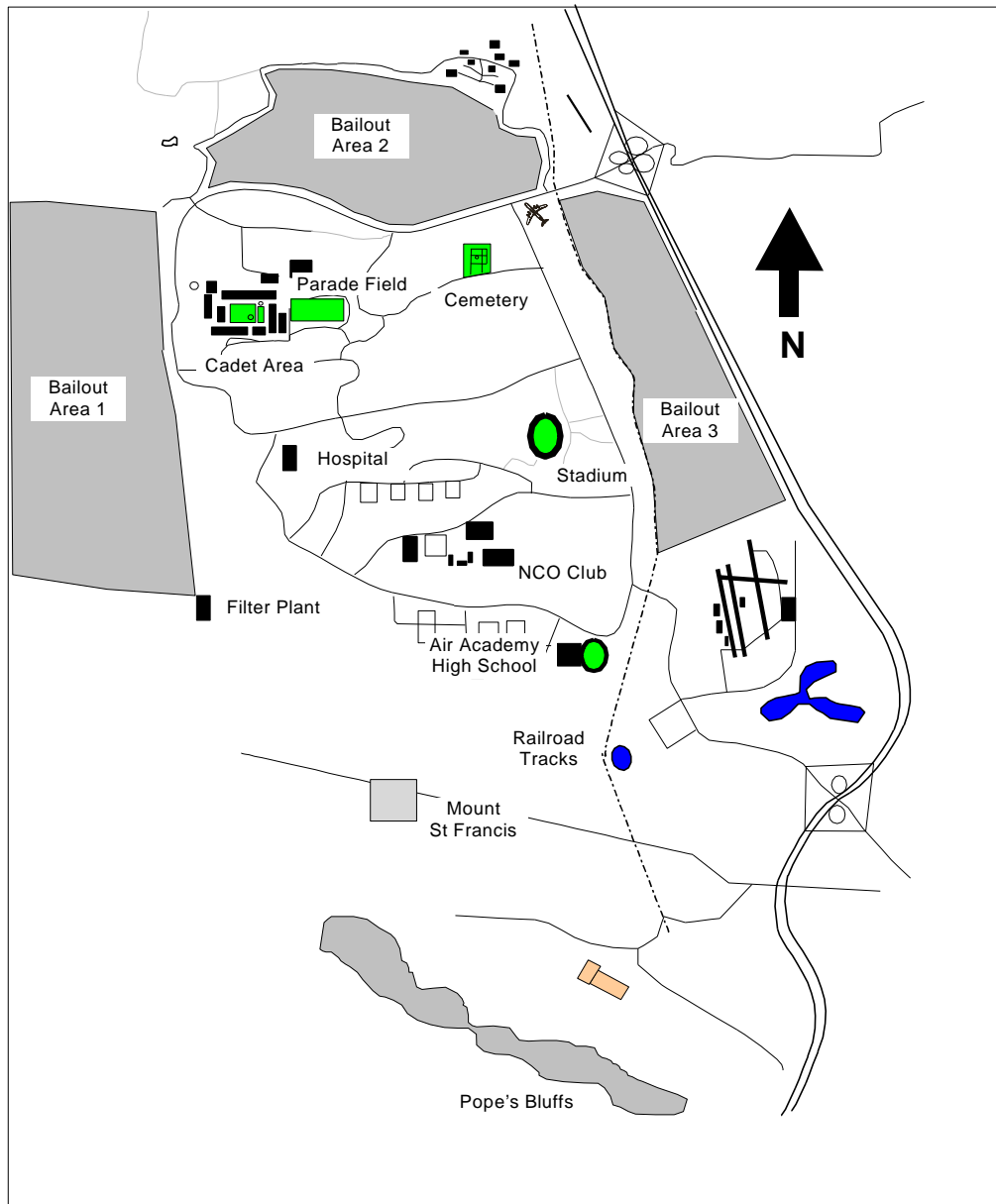
Cemetery Flyover Procedures



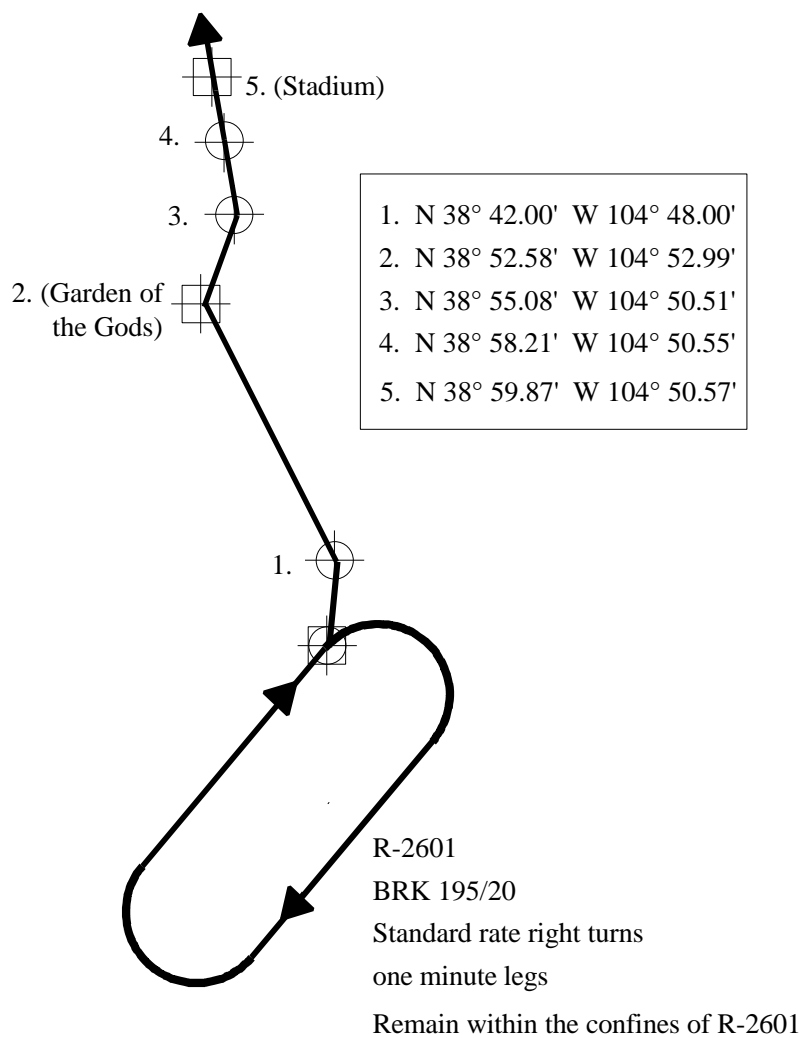
Jack's Valley Flyover Procedures



Emergency Procedures



R-2601 Holding Procedure



Flyover Briefing Guide

CONCEPT OF OPERATIONS: Flyovers are a highly motivational event for the cadets and a long-standing tradition at the Air Force Academy. Our goal is to provide as many flyovers as possible and ensure compliance with Air Force and Academy directives. Due to the very high concentration of civilian and military traffic in this area, we have developed very specific operating procedures for each type of flyover. Please follow these instructions carefully to ensure flight safety.

RESTRICTIONS:

1. Flyovers will be South to North unless approved and briefed by 34 OSS/OSO prior to takeoff. Flyovers may be briefed over the phone by 34 OSS/OSO.
2. Any changes to a scheduled flyover must be coordinated with the home unit and 34 OSS/OSO (Airspace Manager) prior to the flyover.
3. Aircraft Commanders/Flight Leads will ensure compliance with AFIs 11-202, V3 and 11-209, and any applicable MAJCOM supplements. The Academy has a 500' waiver approved for military aircraft flown by military pilots.
4. Normally, flyovers will consist of one sub-sonic, wings level pass unless otherwise approved by 34 OSS/OSO. Unrestricted climbs must be coordinated with ATC by the aircrew, and only performed if specifically planned for in the briefing with the Airspace Manager.

PROCEDURES:

1. Note that the academy has four basic flyby profiles: Cadet Area (Terrazzo or Parade Field), Falcon Stadium, Cadet Cemetery, and Jack's Valley. During Cadet Area flyovers, cadet Airmanship Training may continue in the Academy Airfield pattern and the Aardvark Auxiliary Field pattern. During all other flyovers, there will be no training in progress in the Academy's Alert Area. Use caution however for aircraft in the I-25 corridor - general aviation is very popular along the Colorado Front Range.
2. Plan to arrive in holding 15 minutes prior to your TOT. Aircraft entering holding should remain clear of the Academy's Alert Area due to aircraft operations, surface to 17,500' MSL. Funeral flyovers should plan on up to 30 minutes delay in their TOT due to variations in service times and mourning party travel. If arriving from out of the local area, file to BRK, with a separate VFR leg to the Garden of the Gods (GOG). If taking off directly from Peterson to perform the flyover, takeoff VFR and proceed to GOG. Remain VFR and hold as depicted in the flyover diagram.
3. After establishing contact with Springs Approach, contact Academy Tower / Scenic Control (289.4 Primary/123.5 Secondary) for event information (weather, time hack, altimeter setting, timing changes. Academy ATIS: 338.6/134.1. Five minutes prior to run-in time, notify Springs Approach; they will release you during last turn in holding to

Academy Tower / Scenic Control, who will in turn clear you to perform your flyby. Scenic Control is the call sign of the on site aerial control team, and will provide on site information for timing, ground-track corrections, and safety as necessary.

4. Hold as directed by Springs Approach. Normally, standard holding pattern is VFR south of Garden of the Gods, right hand turns, 1-minute north/south legs or as required for timing adjustments. See flyover diagrams.

5. Plan to descend from holding altitude to flyover altitude after departing holding. Use ingress routes as depicted. Flyover altitudes are: 7,800' Cadet Area, 7,600' Parade Field, 7,400' Cemetery, 7,300' Stadium, 7,400' Jack's Valley. These altitudes are 500' AGL.

6. Once flyover is complete, immediately climb to 1000' AGL at best climb rate (see flyover diagrams) and comply with egress instructions as pre-coordinated with ATC. Remember, if there is to be an unrestricted climb or missing man pull up, this must be pre-coordinated prior with Springs Approach and the Airspace Manager must be informed. Note that the COS Class C airspace is right next door, and Denver Center's airspace extends over the Academy at 13,000' MSL. ATC is normally quite supportive of our flyovers, but they must be kept in the loop!

7. Emergency aircraft will immediately notify Academy Tower, Climb to a safe altitude (at least 1000' AGL) and then contact Springs Approach. If necessary, utilize bailout areas depicted on diagram.

8. Breakout Procedures. If instructed to "Breakout," aircraft will make a right climbing turn to maintain at or above 8,000 MSL, unless otherwise instructed by ATC or Scenic Control.

9. RON aircraft will be parked at Peterson AFB or Buckley ANGB, unless the flyby aircraft is light enough to use the Academy's airfield. If ramp space is unavailable due to other military operations or large numbers of flyover aircraft, there may be space at the Colorado Springs Jet Center, (719) 591-2288 or Denver Jet Center (Centennial Arpt) (303) 790-4321. **Aircraft parking priority is based on date of initial call-up and special handling requirements.**

10. If you would like to cancel, call Academy Base Ops at DSN 333-2367, or Academy Tower / Scenic Control on the frequencies mentioned above. If you are more than 5 minutes late for your TOT (and you did not coordinate this prior), you may be canceled due to the restrictions placed on our local flight training.

The bottom-lines:

1. *Safety is paramount.*
2. *Be on time, on target.*
3. *You directly represent the USAF - be sharp and motivate those cadets!*

Thank you for your hard work!

Aerial Control Team (Scenic Control) Qualification

1. Read AFI 11-209
2. Read 34 OG OI 11-210, and the Flyover Master Checklist
3. Read USAFA & Colorado Springs Approach LOA
4. PRC 113 (and Trunk Radio) Checkout
5. Demo Telephone Briefing
6. Operational Scenic Control Qualification:
 - Sign off each area after member has satisfactorily provided control for an event
 - The Terrazzo, Parade Field, and Falcon Stadium areas are required for a full Scenic Control qualification.
 - While Cemetery qualification is not required to work unsupervised, it is highly encouraged that each Scenic Control member work at least one cemetery event with a fully qualified Scenic Control member.

Area	Qualification Date	Instructor
Terrazzo		
Parade Field		
Falcon Stadium		
Cemetery (not required)		

Note: Due to the infrequent nature of Jack's Valley flyovers, it is not required for a full qualification.

34 OSS/OSO Aerial Demonstration (Flyover) Control Operational Risk Management (ORM) Checklist

The purpose of this document is to clearly define areas of flyover execution operations where direct command supervision may be warranted due to increased “risk” associated with certain flyover ops. Many potential risk-increasing areas will normally be reduced through proper planning; the balance of ops may require heightened awareness during the execution phase.

The increased “risk” flyover categories are defined below in sections pertaining to flyover package volume, complexity/status of event, and weather considerations. Command supervision levels should increase based on the increase in “risk” as follows:

Level 1 – Normal Scenic Control, as defined by *AFI 11-209* and this instruction

Level 2 – Scenic Control PLUS 34 OSS/CC or DO

Level 3 – Level 2 members PLUS 34 OG/CC or CD

FLYOVER “RISK” CATEGORIES:

Volume of Flyover Traffic

1-5 packages = Level 1 (most Noon Meal Formations, funerals, some parades)

> 5 packages = Level 2

Where a “package” is a single pass of aircraft, whether single-ship or a formation

Complexity/Status of Event

Graduation/Thunderbirds demo = Level 3

CORONA Parade(s)/Football game = Level 3

Other Football games = Level 2

Other Parades/Noon Meal/Funeral

Multi-Wave and/or Local Demo/Landings (including Helo) = Level 2

Single-Wave (5 pkgs or less) = Level 1

Weather

Ceiling/Visibility < 3000/5 at the airfield = Level 2

Ceiling/Visibility < 1500/3 = Wx cancel, per AFI 11-209 and Local 500' Waiver

If Wx at flyover location (parade field/terrazzo/stadium) differs significantly from airfield observation, consideration should be given to assessing Wx observation at the site, via vertical landmark reference (mountain spot ref), or by other means with Wx personnel.

The preceding guidance is meant to complement regulatory guidance found in AFI 11-209 and 34 OG OI 11-210. Where a conflict appears to arise between interpretations, the AFI/OI and any local waivers shall take precedence.